

## AMENDED CLAIMS (PRELIMINARY AMENDMENT)

12. An assembly for pivoting, on a bodywork of a convertible vehicle having front and rear ends and a roof which is foldable into a rear trunk of said vehicle, a lid adapted for selectively covering said rear trunk, the assembly comprising front pivot assemblies adapted to cause the lid to pivot forwards relatively to said bodywork, and rear pivot assemblies adapted to cause said lid to pivot rearwards relatively to said bodywork, each of the pivot assemblies comprising:

- \* a body connected to the lid by a hinge-forming member, said body comprising a first engaging element,
- \* a base adapted to be secured to the bodywork, said base comprising a second, complementary engaging element, said first and second, complementary engaging elements being adapted to be releasably engaged with each other, and

- \* locking means comprising hook-forming means pivotally mounted on the base and adapted for engaging a complementary bearing shape provided on the corresponding first engaging element to bear against said bearing shape and for locking the corresponding body in a locking position in which said body is locked relative to said base, each hook-forming means being shaped and arranged on the corresponding base in such a manner that:

- it becomes engaged with said complementary bearing shape of the first engaging element when said first engaging element is in a position that is as far as possible from its locking position,

- and thus it guides the end of the pivoting movement of the lid into the corresponding locked position.

13. The assembly according to claim 12, wherein:

\* the first engaging element of the corresponding body comes along a path into its locked position in the corresponding base,

5 \* the first engaging element includes a wall extending substantially perpendicularly to said path, and

\* the corresponding hook-forming mean is shaped and disposed in such a manner that a free end thereof bears against said wall to urge the first engaging element towards its locked position in the corresponding base and  
10 lock it therein.

14. The assembly according to claim 12, wherein the first engaging element includes a lug projecting transversely towards the corresponding hook-forming mean, and said  
15 corresponding hook-forming mean is shaped and arranged in such a manner that a free end thereof bears against said lug to urge said first engaging element towards its locked position in the corresponding base and lock it therein.

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15. The assembly according to claim 12, further comprising driving means for causing each hook-forming mean to pivot in order to lock or release the corresponding first engaging element, said driving means  
25 comprising a motor adapted to pivot a pivot pin of the corresponding hook-forming mean.

16. The assembly according to claim 12, wherein each first engaging element is a male element that is  
30 substantially wedge-shaped, and each second, complementary engaging element is a female element having a cavity that is substantially wedge-shaped and adapted to receive said male, first engaging element.

35 17. A convertible vehicle having front and rear ends and comprising a bodywork including a rear trunk, a lid pivotably arranged on said bodywork for selectively

covering said rear trunk in a closing position, a roof which is foldable into the rear trunk, front pivot assemblies adapted to cause the lid to pivot forwards relatively to said bodywork, rear pivot assemblies adapted to cause said lid to pivot rearwards relatively to said bodywork, each of the pivot assemblies comprising:

\* a body connected to the lid by a hinge-forming member, said body comprising a first engaging element,

\* a base secured to the bodywork, said base comprising a second, complementary engaging element, said first and second, complementary engaging elements being adapted to be releasably engaged with each other, and

\* locking means comprising hook-forming means pivotally mounted on the base and adapted for engaging a complementary bearing shape provided on the corresponding first engaging element to bear against said bearing shape, and for locking the corresponding body in a locking position in which said body is locked relative to said base, the hook-forming means being shaped and arranged on the corresponding base in such a manner that:

it becomes engaged with said complementary bearing shape of the first engaging element when said first engaging element is in a position that is as far as possible from its locking position,

and thus it guides the end of the pivoting movement of the lid into the corresponding locked position.

18. The convertible vehicle according to claim 17, wherein:

\* the first engaging element of the corresponding body comes into its locked position in the corresponding base, along a path,

\* the first engaging element includes a wall extending substantially perpendicularly to said path, and

\* the corresponding hook-forming mean is shaped and disposed in such a manner that a free end thereof bears against said wall to urge the first engaging element towards its locked position in the corresponding base and lock it therein.

19. The convertible vehicle according to claim 17, wherein the first engaging element includes a lug projecting transversely towards the corresponding hook-forming mean, and said corresponding hook-forming mean is shaped and arranged in such a manner that a free end thereof bears against said lug to urge said first engaging element towards its locked position in the corresponding base and lock it therein.

20. The convertible vehicle according to claim 17, wherein each first engaging element is a male element that is substantially wedge-shaped, and each second, complementary engaging element is a female element having a cavity that is substantially wedge-shaped and adapted to receive said male, first engaging element.

21. The convertible vehicle according to claim 20, wherein the wedge shape of each engaging element extends in a vertical plane extending transversely relative to the lid.